

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES NO. 4422.

廿九十二年十月八日

WEDNESDAY, DECEMBER 16, 1903.

三拜禮

香港二十月六號

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID-UP....." 18,000,000  
CAPITAL UNCALLED....." 6,000,000  
RESERVE FUND....." 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTHIN. NEWCHWANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARKS' BANK, LTD.  
THE UNION OF LONDON AND  
SMITHS' BANK, LTD.  
HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.  
" " 4 "  
" 3 " 3 "  
TARO HODSUMI,  
Manager.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$6,000,000  
RESERVE LIABILITY OF PROPRIETORS.\$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, N. A. Siebs, Esq.  
E. Goote, Esq. H. W. Slade, Esq.  
C. Michelau, Esq. C. A. Tomes, Esq.  
H. Schubart, Esq. E. S. Wheeler, Esq.  
E. Shellum, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1903.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital.....\$1,000,000  
Paid up Capital.....\$324,374

HEAD OFFICE—HONGKONG.

Board of Directors—  
Chan Kit Shan, Esq. J. Scott Harston, Esq.  
Chow Tung Chang, Esq. J. Lauts, Esq.  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed.....5 %  
Hongkong, 12th May, 1903.

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Taels 5,000,000  
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow  
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS' BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 1st September, 1903.

TO LET.

NO. 1, RIPON TERRACE in FLATS.

No. 4, RIPON TERRACE.

No. 15, WONG NEI CHONG ROAD, facing  
Race Course.

FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWN No. 24, BLUE BUILDINGS.

GODOWNS: PHRAYA EAST.

Apply to  
THE HONGKONG LAND INVEST  
MENT & AGENCY CO., LTD.  
Hongkong, 1st December, 1903.

[1434]

GUARANTY TRUST COMPANY OF  
NEW YORK  
(AMERICAN BANK).

ESTABLISHED 1864.  
PAID UP CAPITAL.....\$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARKS' BANK, LIMITED.

HONGKONG OFFICE:

4, DES VŒUX ROAD.

General Banking and Exchange business  
transacted.

INTEREST ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½ per annum.

" 6 " 3½ "

" 12 " 4 ½ "

E. F. GROS,  
Acting Manager.

Hongkong, 1st December, 1903.

[163d]

INTERNATIONAL BANKING  
CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,

GOLD \$7,992,173.37—ABOUT £1,640,000.

CAPITAL AND SURPLUS AUTHORISED

GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

BRANCHES AT

SAN FRANCISCO, WASHINGTON,

MEXICO, MANILA, SHANGHAI, SINGA-

PORE, YOKOHAMA, BOMBAY,

CALCUTTA

AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL  
BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,

UNION OF LONDON AND SMITHS' BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,

COMPTOIR NATIONAL D'ESCOMpte

DE PARIS, &c.

THE Corporation transacts every Description  
of Banking and Exchange Business, receives Money in Current Account and issues  
Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:

20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,

Manager.

Hongkong, 14th December, 1903.

[163e]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL.....\$5,000,000

PAID-UP CAPITAL.....\$5,000,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advanced made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

3% per Annum Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 "

E. W. RUTTER,

Manager.

Hongkong, 12th August, 1903.

[12]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$800,000

RESERVE LIABILITY OF SHARE

HOLDERS.....\$800,000

RESERVE FUND.....\$725,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balance.

On Fixed Deposits for 12 months. 4 per cent.

" " 6 " 3½ "

" " 3 " 2½ "

T. P. COCHRANE,

Acting Manager.

Hongkong, 18th May, 1903.

[112]

TO LET.

NO. 1, RIPON TERRACE in FLATS.

NO. 4, RIPON TERRACE.

No. 15, WONG NEI CHONG ROAD, facing  
Race Course.

FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

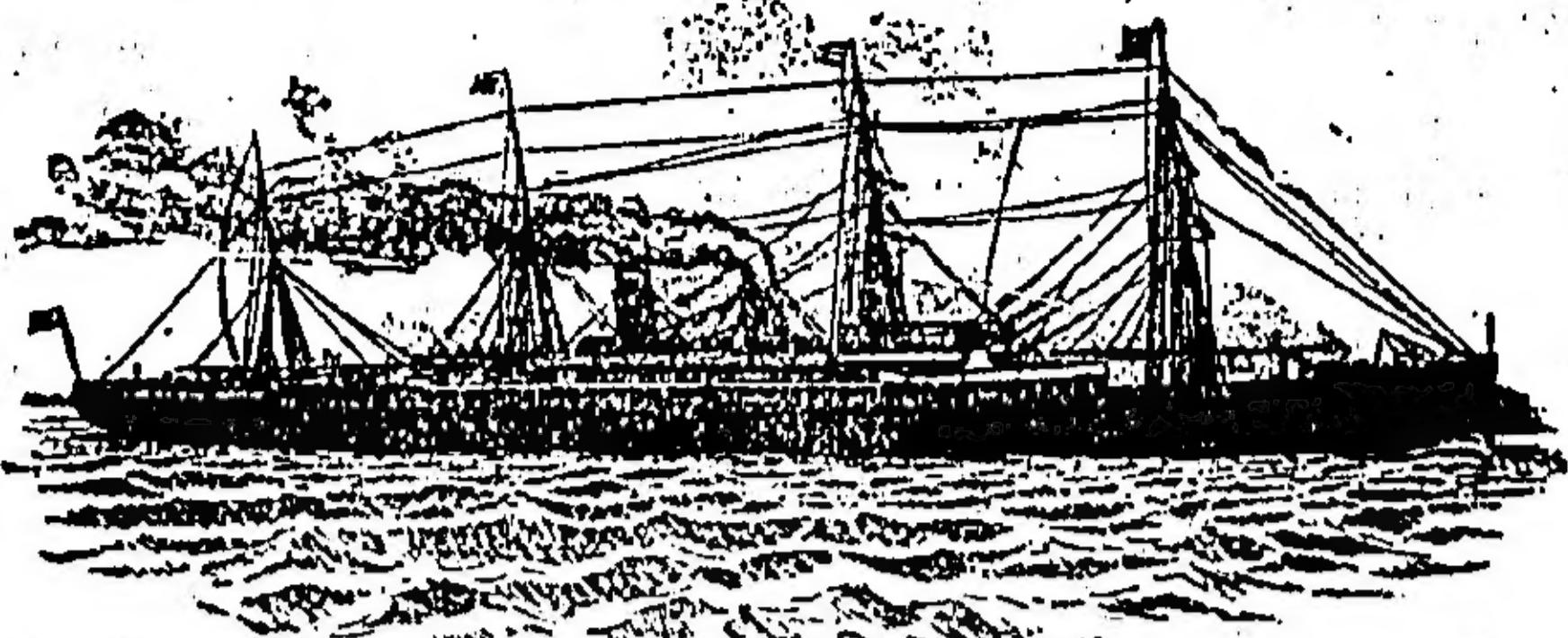
GODOWN No. 24, BLUE BUILDINGS.

GODOWNS: PHRAYA EAST.

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Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;PROPOSED SAILINGS FROM HONGKONG.  
"AMERICA MARU" ... 6,307 Gross Tons... FRIDAY, 18th December, at Noon.  
"KOREA" ..... 1,270 " SATURDAY, 26th December, at Noon.  
"GAELIC" ..... 4,205 " SATURDAY, 2nd January, 1904, at Noon.  
"HONGKONG MARU" 6,307 " SATURDAY, 9th January, at Noon.  
"CHINA" ..... 5,060 " TUESDAY, 13th January, at Noon.  
"DORIC" ..... 4,784 " FRIDAY, 29th January, at Noon.  
"NIPPON MARU" ..... 6,307 " SATURDAY, 6th February, at Noon.  
"SIBERIA" ..... 11,284 " SATURDAY, 13th February, at Noon.  
"GOPTIC" ..... 4,352 " TUESDAY, 23rd February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.

Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent

Hongkong, 9th December, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons..... WEDNESDAY, 13th January, 1904.  
" "ATHENIAN" ..... 3,882 " WEDNESDAY, 27th January.  
" "EMPERESS OF INDIA" ..... 6,000 " WEDNESDAY, 10th February.  
" "TARTAR" ..... 4,225 " WEDNESDAY, 24th February.  
" "EMPERESS OF JAPAN" ..... 6,000 " WEDNESDAY, 9th March.  
" "EMPERESS OF CHINA" ..... 6,000 " WEDNESDAY, 30th March.  
" "EMPERESS OF INDIA" ..... 6,000 " WEDNESDAY, 20th April.  
" "ATHENIAN" ..... 3,882 " WEDNESDAY, 27th April.  
" "EMPERESS OF JAPAN" ..... 6,000 " WEDNESDAY, 11th May.

THE magnificient "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

(Taking Cargo at through Rates to ANWERPEN, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

STEAMERS. DESTINATIONS. SAILING DATES. FREIGHT.

ARAGONIA ..... HAVER, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO). 24th Dec. Freight.

NURNBERG ..... HAVER and HAMBURG. (Calling at SINGAPORE and PENANG). 25th Dec. Freight.

Jaburg ..... ROTTERDAM and HAMBURG. (Calling at SINGAPORE). 1st January, 1904. Freight and Passengers.

SAVOIA ..... HAVER and HAMBURG. (Calling at SINGAPORE). 10th January, 1904. Freight.

AMBRIA ..... HAVER and HAMBURG. (Calling at SINGAPORE and COLOMBO). 23rd January, 1904. Freight and Passengers.

WURZBURG ..... HAVER and HAMBURG. (Calling at SINGAPORE and PENANG). 6th February, 1904. Freight.

ALESSIA ..... HAVER and HAMBURG. (Calling at SINGAPORE and COLOMBO). 1904. Freight.

NUBIA ..... NEW YORK. About end of December, or beginning of January. Freight.

von Hoff ..... V/4 SUEZ. For further particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 7th December, 1903.

[19]

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ..... 2,363 tons. Captain H. D. Jones.  
" "POWAN" ..... 2,338 " G. F. Morrison, R.N.R.  
" "FATSHAN" ..... 2,260 " A. W. Dixon.  
" "HANKOW" ..... 3,073 " C. V. Lloyd.  
" "KINSHAN" ..... 2,860 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ..... 1,998 tons. Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong at 8 A.M. (Sunday excepted).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 219 tons. Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 1,888 tons. Captain B. Branch.

" "NANNING" ..... 669 " C. Burchart.

" "TAK HING" ..... 618 " R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD &amp; SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903. [357c]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

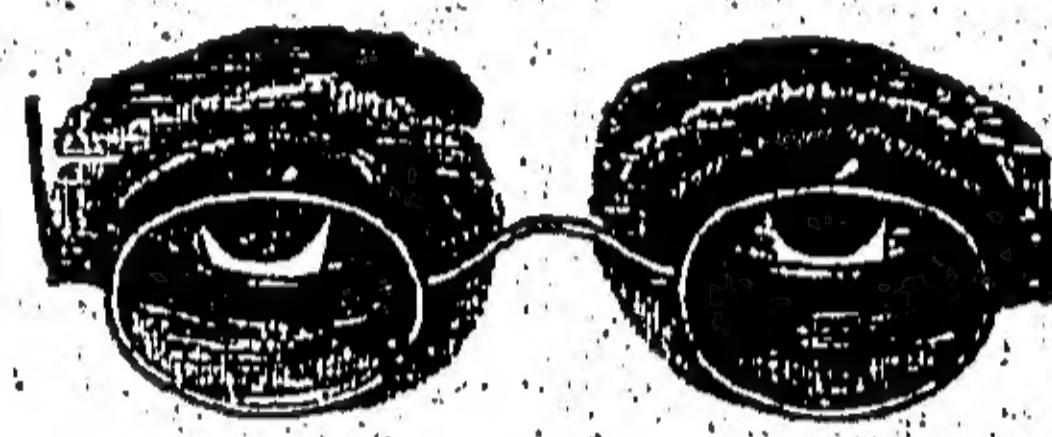
Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[573c]

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6e]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TEAM TERMINUS, Tel. 66.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[57]

## VICTORIA REGATTA.

TO-MORROW

(THURSDAY, 17th DECEMBER, 1903).

THE COMMITTEE OF THE VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong, TO-MORROW, the 17th instant, at 1 P.M., on Board the Sailing Ship "BRILLIANT" which has been kindly placed at the disposal of the Committee as a Flagship by Captain G. Cowlishaw.

THE LADIES' PRIZE will be presented by Miss BECKERLEY immediately after the Race TO-MORROW, the 17th instant, at 3.30 P.M.

Through the Courtesy of Mr. DIXON, the Chief Manager of the Hongkong and Whampoa Dock Co., Limited, the "FAIRY" will leave Blake Pier at 12.30 P.M. and 1.15 P.M. to convey Visitors on Board the Flagship, leaving the Flagship 10 minutes after the Last Race.

By kind Permission of Lt. Col. W. S. BIRD WOOD and Officers of the Band of the 110th Maharatta Light Infantry will perform.

The Secretary's Launch will leave Blake Pier at 12, Noon, sharp, to convey Rowing Members to the Flagship.

Admission to the Flagship (Gentlemen)

SI.

TICKETS for ADMISSION may be obtained from the Steward, V.R.C.

HAROLD C. AUSTEN.

Acting Hon. Secretary.

Hongkong, 16th December, 1903. [1481c]

## REGATTA HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the transaction of Public Business at 1 P.M., TO-MORROW, the 17th instant.

Hongkong, 16th December, 1903. [1485c]

## THE FIRE INSURANCE ASSOCIATION OF HONGKONG.

## REGATTA HOLIDAYS.

IT is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business at 1 P.M., TO-MORROW, the 17th instant.

By Order, A. R. LOWE,

Secretary.

Hongkong, 16th December, 1903. [1498c]

## DIOCESAN GIRLS' SCHOOL AND ORPHANAGE.

## U. S. TRANSPORT "THOMAS" IN A GREAT TYPHOON.

Out of a terrific typhoon that was encountered on the night of October 25th the transport *Thomas* emerged seriously damaged, and with all hands glad that their lives had been spared. It was the worst storm ever experienced by the big troophip. Upon leaving Nagasaki for Honolulu on October 17th the weather was good, and it was not until the evening of October 25th that the conditions began to change. At 10 o'clock that night a typhoon came howling along and worked up a rough sea, throwing the *Thomas* about with great violence. She was lists, notwithstanding the large number of people on board, and was in poor condition to pass through a storm of such magnitude.

After being buffeted about by the growing waves for an hour or two, the *Thomas* was struck a terrific blow by a mountainous wave on the starboard quarter with such force that the afterhouse enclosing the lavatory was carried bodily away, with all its contents, not far from the deck of the bath tubs or washstands being left after the water receded. The same wave threw the big steamer on her beam ends, shifting 200 tons of coal in the bunkers, with the result that the *Thomas* could not right herself for nearly half a minute. One of the bunks was covered by the sliding coal, and was rescued by his fellows with difficulty.

On the upper decks great excitement resulted, for the roaring waves were pounding against the staterooms, and in all the bathrooms the porcelain tubs and washstands had been torn from their fastenings by the great lurching of the vessel, while in the dining saloon the glasses and other ware not securely fastened were being hurled against the sides of the transport with a loud noise. The heavy side-board, torn from its fastenings, was thrown half way across the saloon.

## STEWARD QUIETS PASSENGERS.

Throughout this commotion the passengers were gathering in the saloon and the lower staterooms, wild with fright. Chief Steward William Herbert had summoned all his men at the first sign of alarm, and all of them were kept busy quieting the fears of the men and women who had come below. The chief steward did such yeoman service in this and other respects during the excitement that he was subsequently given a testimonial signed by all the passengers. Only one woman passenger remained on the upper-deck throughout the storm. She was Mrs. D. E. Holly, wife of Captain Holly, who bravely locked her room and declared that she would stick to the ship in spite of the elements. All the others took refuge below.

On the bridge during the life of the typhoon, Captain Busford and Chief Officer Hall remained to direct the manœuvres of the *Thomas*. They suffered from the pitching and rolling of the vessel and the wash of the seas that mounted high above the bridge, but had the satisfaction of bringing the big steamer out into good weather at midnight. Down below in charge of the engines was Chief Engineer J. F. Handley. Passengers and officers of the *Thomas* speak in praise of his coolness during the storm, when it appeared almost certain that disaster would result from the great typhoon.

## IN BATTERED CONDITION.

When she emerged from the storm the *Thomas* was in a very much battered condition. Besides the loss of the soldiers' lavatory on the starboard quarter, both of the steam launches had been hurled from their skids and smashed, and a section of the iron railing on the after port side had been wrenched away. A member of the crew hurled through an open hatch, falling two decks below and alighting on a quarter of beef, and escaping with only a sprained wrist. J. J. Hall of the steward's department had the arteries of his wrist cut by being thrown against iron work, and J. J. O'Loughlin, a clerk of the quartermaster's department, was thrown from a chair and across a room, the fall straining his right arm and disabling him for days. Others on board were thrown about violently by the storm, and a number were slightly hurt. The damage to the *Thomas*, it is estimated, will amount to £15,000 (gold).—Ex.

## For Sale.

## FOR SALE.

ONE SIMPLEX PIANO PLAYER, by KOHLER AND CAMPBELL, and 12 Music Sheets. Just received from the Makers. At Manufacturers' Price, very cheap. For Particulars, apply to

C. E.,  
C/o Hongkong Telegraph.  
Hongkong, 8th December, 1903. [1474c]

## FOR SALE.

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers, INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices. Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAT KWONG CO.,  
56, Lyndhurst Terrace,  
Hongkong, 1st December, 1903. [1375e]

## Auction.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, on FRIDAY, the 18th December, 1903, and SATURDAY, the 19th December, 1903, commencing Each Day at 2.30 P.M., at HIS SALES ROOMS, 1 DUDELL STREET, A FINE COLLECTION OF JAPANESE ART CURIOS AND EMBROIDERIES, Comprising—

FINE SATSUMA VASES AND BOWLS, OLD INLAID BRONZES, SILVER-MOUNTED CLOISONNÉES, ARTISTIC CUT VELVET PICTURES and HANGINGS (by Nishimura).

Also—Some Very Fine SILK EMBROIDERED HANGINGS and SCREENS.

TERMS.—As usual. On View from Thursday, the 17th December, 1903.

GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 11th December, 1903. [1489e]

## Notice of Fire.

## NOTICE.

DURING my ABSENCE Dr. FREDERICK KEW will continue my Practice.  
CHADWICK KEW.  
Hongkong, 9th December, 1903. [1477e]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISK at CURRENT RATES.

HONGKONG, 18th Nov. 1903. SIEMSEN & CO.

## Consignees.

IMPERIAL GERMAN MAIL LINE, NORDDEUTSCHE HAMBURG-AMERIKA LLOYD.

## NOTICE TO CONSIGNEES.

THE Steamship "KIAUTSCHOU,"

of the HAMBURG-AMERIKA LINIE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 17th December, at 10 A.M.

All Claims must reach us before the 22nd December, 1903, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD,  
MELCHERS & CO., Agents.  
Hongkong, 10th December, 1903. [1479e]

## TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES OF CARGO per Steamship "AMERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by MONDAY, the 14th instant, at 10 A.M., will be landed and stored at Consignee's risk and expense.

J. STUART THOMSON,  
Acting Agent.  
Hongkong, 10th December, 1903. [1504e]

NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

Cargo ex the above Steamer having arrived per "VICTORIA," Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by MONDAY, the 14th instant, at 10 A.M., will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.  
Hongkong, 14th December, 1903. [1505e]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

## "JAPAN,"

FROM ANTWERP, LONDON, PORT SAID, SUZU AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 15th December, 1903. [1506e]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

## "TIENSIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 14th December, 1903. [1489e]

## Intimations.

DEUTSCHE WEINGESELLSCHAFT DUHR & COELN.

STOCK ON HAND OF AHRBLEICHART, a red Ahr Wine at 18.50 GRAACHER, Moselle ..... at \$16.50 LAUBENHEIMER, Hock ..... at \$15.00 All per Case of 24 Quarts.

Price Reductions for Larger Orders.  
GROSSMANN & CO.  
Hongkong, 16th October, 1903. [1259e]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents.—SIEMSEN & CO.

Hongkong, 10th January, 1903. [1490e]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 15th December, 1903. [138e]

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes, LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1120e]

THE NEW FRENCH REMEDY TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricard, Rosan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto offered.

THE REMEDY is particularly useful in diseases of the heart, kidneys, liver, lungs, spleen, intestines, &c., & in all cases of which it gives remarkable relief by laying the foundation of pictures and other serious diseases. In dysentery, piles, trachoma, &c., it is of great service. It is also of great value in the treatment of the lower bowels, constipation, asthma, &c., & in all cases of which it gives remarkable relief. It is also of great value in the treatment of the lower bowels, constipation, asthma, &c., & in all cases of which it gives remarkable relief.

Optional Cargo will be forwarded, unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th December, 1903. [1505e]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

## "CATHERINE APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignee's risk and expense.

Cargo remaining on board after 4 P.M. of the 17th instant will be landed at Consignee's risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

## Intimations.

A. S. WATSON &amp; CO.,

1881 E.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Our celebrated "E" liqueur SCOTCH WHISKY is a Blend of the Finest WHISKIES distilled in SCOTLAND. Specially selected, of great age, very fine and mellow.

Its superior quality has established its reputation as the LEADING SCOTCH WHISKY IN THE EAST.

Per Dozen ... \$16.50

A. S. WATSON & Co.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.

TELEPHONE NO. 555.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. S. C. CODE, 4TH EDITION.

ESTABLISHED 1829

A CHEE & CO.,  
洋利廣  
TEMPORARY STORE:  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. Price & Co.)

XMAS &amp; NEW YEAR CARDS.

FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.PASTEUR'S MICROBE-PROOF  
FILTERS,ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.  
DEVELOPING and PRINTING  
UNDEAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903.

[728d]

CARMICHAEL AND  
CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. S. C. Code, 4th Edition.

A. G. Ward.

Lieber's Standard Code.

TELEPHONE, 332.

Hongkong, 20th March, 1903.

[355e]

**NOTICE.**  
All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to a messenger. On consignment by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 16, 1903.

OUR DOCKYARD EFFICIENCY.

If the present crisis in the North develops into anything more serious than mere negotiations, and Great Britain finds herself involved, as the ally of Japan, it will be satisfactory to know that the most efficient arm of defence in our Naval service will not be found wanting in any emergency.

Tests by way of ascertaining, within how short a period of time, the provisioning and

ammunitioning of our large fleet in these waters can be successfully accomplished,

are being conducted under the direction of the Admiralty officials.

For the past couple of days the Naval Dockyard and Ordnance Department have displayed unusual activity.

As all ships in harbour were being rapidly brought up to their fighting complement in stores and ammunition yesterday, the resources of the labour market were so severely taxed that scarcely a coolie could be obtained beyond those already in employment; for nearly all of them had gone to increase the staff of the Naval Yard.

It was observed, moreover, that a number of women were being employed on the Ordnance wharf carrying ammunition down to the pier and loading junks moored, three deep, alongside.

It seems that this demand for coolie labour

was so sudden and so great that enough men

could not be found to fill the vacancies

and a number of junks were pressed into service inside the dockyard and were rapidly loaded with provisions; while at the Ordnance

wharf work was being carried on well into the night.

At an early hour this morning the junks

were towed alongside the ships of the fleet

where they at once began to discharge their

cargoes, the work being carried on with the

same appearance of urgency.

The state of affairs, in fact, resembled what would probably

occur in time of war or, at any rate, on the

receipt of very grave and critical news;

but though appearances are rather strange, we are

able to state positively to our readers that

this alarming aspect of activity in the fleet

and dockyard is nothing more than an experiment to test the resources of the various

departments in the Naval Yard in case

emergency should arise.

At the same time, it must be admitted that the movement has

every appearance of realism.

That the whole fleet should have been reinforced with

supplies and ammunition within a space of

forty-eight hours, and this without interfering

in any way with the ordinary work of the

Yard, surely reflects some credit upon the

organization, and it is, indeed, satisfactory to

know that this state of affairs exists, and

that the first line of defence in Britain's fair

portal of the Orient is ready to slip into

action without undue delay.

## LOCAL AND GENERAL.

FROM the offices of the *Hongkong Daily Press* we have to acknowledge with thanks the receipt of a copy of the Directory of Protestant Missionaries in China, Japan and Corea, for the year 1904.

A CONCERT will be given, under the auspices of the Hongkong Volunteer Corps, at the Theatre Royal on Saturday, the 6th January next, at 9 p.m. The entertainment will consist of a concert of about nine or ten items followed by a farce called *Ticklish Times*.

THE French Minister for War, General André, has wired to the authorities in Tonkin inflicting a punishment of 60 days' confinement in a fortress on the medical officer in charge of the hospital in Haiphong, for having countenanced the neglectful diagnosis of a soldier suffering from tuberculosis. The colonel in command of the regiment, in which the man was serving, has been placed under arrest for a period of thirty days.

DR Nelden, of New York, who advertised offering £1,000 for an ear, has been visited by over 400 people ready to submit to amputation. The doctor states:—My patient is a man of wealth, about 45 years of age. He comes from the West with a comfortable fortune. I do not know how he lost his ear. The subject being chosen, I shall make a half amputation of the ear from the top, twist it round, and sew it to the head of the patient. Then these two must be somewhat closely associated for seven days, during which period it is hoped that the grafting process will take place sufficiently for us to sever the other half and sew it entirely on.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

The s.s. *Ethiopia* proceeded the other day from Tuficon to Calcutta, taking with her 13 turtles, including some monsters, for the St. Andrew's Dinner in Calcutta.

VARIOUS proposals have been brought forward (says the *L. & C. Express*) from time to time as to the best means of strengthening the gold reserve of the Bank of England, which constitutes, in fact, the only real reserve of the country, and which is admittedly inadequate to the increasing demands which may attain by time be made upon it. The latest scheme, which at the moment is being widely discussed in banking and commercial circles throughout the country, has for its author the president of the Institute of Bankers, Mr. F. Herbert Tritton, whose proposals would involve the accumulation of a "Bankers' Gold Fund" of £15,000,000, to be held by the Bank of England, separate from the Bank's own specie reserve, and under the control of the London clearing bankers. In times of financial stress, when the reserve of the Bank of England dropped below danger point, the "Bankers' Gold Fund" would be temporarily drawn upon to make good the Bank's reserve. Mr. Tritton thinks the fund could be obtained if each bank in the kingdom increased its paid-up capital by 20 per cent, and devoted the proceeds of the new capital to purchase of gold for this purpose.

## MACAO NOTES.

(From Our Own Correspondent.)

Macao, 15th December.

THE CHARITY BAZAAR.

The Charity Bazaar to be held on Boxing Day, and the 27th inst. and promoted by the officials and the élite of Macao, in aid of the schools under the Sisters of Charity, promises to be a big success. The indefatigable honorary secretary, Mr. A. J. Basto, Jr., is working like a Trojan in so deserving a cause as that of charity. He is well seconded by an energetic committee who are sparing no trouble and pains in their co-operation to make the fete as great an attraction as possible. The Government has kindly placed the Public Gardens at San Francisco, charmingly situated on the sea front, at the disposal of the Committee. Every advantage will be taken of the grounds and the magnificent foliage on the southern boundary to transform them into an artistic exhibition ground for the occasion. With the Director of Public Works (Mr. A. Abreu Nunes) on the Committee, it goes without saying that the gardens will be very tastefully laid out. In addition to the usual stalls attended by the ladies for the sale of toys, refreshments, flowers, etc., and the customary lottery booths, there will be a miniature exhibition stand as a special feature of the show. Firms in Hongkong will be asked to assist. An endeavour is being made to charter one of the fine steamers of the Hongkong, Canton and Macao Steamboat Co. to run a special excursion trip for the convenience of Hongkong visitors. In view of the fete being promoted with a purely charitable object, it is hoped that the directors of the Steamboat Company will see their way to grant the charter of a first-class boat on easy terms. I hear that the Press of your Colony will be asked to render assistance and by publicity in the widely read columns of the daily papers invite attention to the function which so many are co-operating in making it a distinct success.

THE PROVINCIAL COUNCIL.

Among the new appointees to the Provincial Council is the worthy and most popular medico, Dr. L. P. Marques, formerly of the Civil Service of Hongkong. In his usual modesty, I understand, Dr. Marques has declined the honour proffered him by the Government. This is not the first occasion wherein he has rejected civil distinctions, preferring in his unostentatious manner to work in his profession for the benefit of the large class amongst the community by whom the Doctor is recognised as a public benefactor in the Holy City without an equal.

THE FRENCH VICE-CONSUL.

On the subject of official recognition, I am pleased to note that the French Government has, though tardily but better than never, realised what a zealous honorary official they have had all these years in their honorary vice-consul, Mr. A. J. Basto, the leading Counsel here. French interests, within his own sphere, have been protected and promoted by this official in a manner which could not have been more efficiently and energetically done had Mr. Basto been allowed the usual honours and entertainment fees. It is said that the recognition Mr. Basto will receive is his elevation to a chevalier of the Legion of Honour.

*Palmar meruit qui fera!*

## SILVER IN 1902.

The following interesting paragraph on "Silver in 1902" is extracted from the *Chicago Chronicle*:

The director of the mint has issued a report showing the commercial and the coinage value of silver bullion produced in this country during the year 1902, from which it appears that Mr. Bryan's enterprise in promotion and flotation is becoming more and more attractive to the bonanza mine owners. The figures, which might be used in a prospectus by Mr. Bryan, are as follows:

Ounces produced	\$5,500,000
Commercial value	\$29,415,000
Coinage value (16 to 1)	\$71,757,575
Potective profit	\$42,344,575

The men in whose interest Mr. Bryan has been working and with whose assistance he has become one of the rich men of Nebraska could do a good many things with \$42,344,575 annually. While the profit here contemplated does not equal that of Steel or Standard Oil, it is large enough to be well worth all the labour and expense that have been undertaken by the politico-silver interest of which Mr. Bryan appears to be the chief spokesman.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

## THE V. C. R. REGATTA.

## FIRST DAY.

Patrons—H.E. F. H. May, J.M.G., H.E. Major General V. Weston, C.H. Steward—Sir W. Meigh Goodman, Hon. Dr. J. M. Atkinson, Hon. Sir H. S. Berkely, Lieut.-Col. L. K. Brown, Lt. Mr. F. C. Barlow, Hon. Sir C. P. Gutter, A.M.C., Mr. T. P. Cochran, Mr. G. de Champeaux, Hon. W. Chatham, Messrs. J. D. Danby, A. Danion, W. R. Dixon, H. H. Gompertz, F. Goss, E. A. Hewett, W. O. Kohler, J. L. Leslie, K. C. Leigh, Capt. F. W. Lyons, H. M. Molyneux, Ordish, G. Piercy, Commodore C. G. Robinson, A.B.C., Capt. A. G. Romano, T. Sercombe Smith, M. A. Soutar, Hon. Uvill Taylor, Rev. C. A. Tonnes, Dr. G. Watson, Wright, Alfred G. Whay, and F. W. White.

Committee—Messrs. Arthur Chapman (Chairman), W. Armstrong, W. S. Bailey, G. A. Caldwell, W. A. Crake, E. M. Hamlin, W. G. Humphreys, Thos. Meek, E. W. Mitchell, and A. Rodger.

Judges of the Rowing Racers—Messrs. E. W. Mitchell, A. Chapman, J. M. Atkinson, Crauford.

Umpires and Starters—Starters (Rowing), Mr. W. Hutton Poole, Umpires (Rowing), Mr. C. H. Grace, and Hon. G. Stewart, Yachts and Open Sailing Boats, Lieut. P. H. Campbell, R.N. Time-keepers—Mr. Geo. P. Lammet, Inst. Act. Secretary—Harold C. Austin, Hon. Treasurer—Mr. R. H. P. Miller.

At the start, No. 3 crew forged ahead, but the other boats struggled hard and kept close to it; indeed, the competitors were more or less in a bunch during the whole race. When near the flagship, No. 1 crew put on a spurt and passed the flag a length ahead of their competitors. Time 10 m. 43 secs.

4th Race.—2.30 P.M. GERMAN CUP.—Open.

Presented by the Members of the Club Germany.

For four-oars. Distance, one mile.

Entrance, \$10. To be rowed in boats the property of the competing Club or Unit.

ROSE.

1.—Station No. 4—Dark and Light Blue.

At the start, No. 3 crew forged ahead, but the other boats struggled hard and kept close to it; indeed, the competitors were more or less in a bunch during the whole race. When near the flagship, No. 1 crew put on a spurt and passed the flag a length ahead of their competitors. Time 10 m. 43 secs.

At the start, No. 3 crew forged ahead, but the other boats struggled hard and kept close to it; indeed, the competitors were more or less in a bunch during the whole race. When near the flagship, No. 1 crew put on a spurt and passed the flag a length ahead of their competitors. Time 10 m. 43 secs.

At the start, No. 3 crew forged ahead, but the other boats struggled hard and kept close to it; indeed, the competitors were more or less in a bunch during the whole race. When near the flagship, No. 1 crew put on a spurt and passed the flag a length ahead of their competitors. Time 10 m. 43 secs.

At the start, No. 3 crew forged ahead, but the other boats struggled hard and kept close to it; indeed, the competitors were more or less in a bunch during the whole race. When near the flagship, No. 1 crew put on a spurt and passed the flag

## TELEGRAMS.

## HONGKONG TELEGRAPH SERVICE.

## The "Supao" Sedition Trial.

## FURTHER RELEASES.

(From Our Correspondent.)

SHANGHAI, 16th Dec., 3.33 p.m.

Chen, the son of the editor of the *Supao*, has been released unconditionally, while Lung Chih-tze, who was to be kept in custody until word had been received from Viceroy Chien Chih-tung, is to be set at liberty upon signing a document declaring that he had no connection whatever with the Hankow plot.

(Reuters.)

## Important Admiralty Order.

LONDON, 14th December.

An important Admiralty order reduces by periods varying from two to three and a half years, periods of non-service, entailing the compulsory retirement of all officers, and limits periods of shore employment at five years. By 1907 the active list will be gradually increased to 12 admirals, 22 vice-admirals, 55 rear-admirals, 253 captains and 373 commanders. The order has been favourably received as calculated to stimulate zeal, accelerate promotion, and above all to promote the survival of the fittest.

## Admiral Alexieff.

The *Nova Vremya's* correspondent at Vladivostock wires that Admiral Alexieff has postponed his visit to St. Petersburg to January.

LATER.

## Russia and Japan.

Viscount Hayashi, the Japanese Minister in London, who has received the Russian reply, says he has no reason to change his previous opinion concerning an ultimate specific issue.

## The Kaiser.

The Kaiser, in receiving the officers of the Reichstag, addressed them in a strong unaltered voice and emphasised the necessity for Germany participating in overseas politics and the importance of cotton cultivation in the Colonies.

[We understand that the German Colonial Society contemplates the sending of a number of young men to Texas agricultural and technical schools to study the methods of growing and marketing cotton. The young men will spend a year on a cotton plantation and so acquire practical experience, which later they will employ in the German colonies.—ED., H.K.T.]

(Strait's Times)

## Penang Shipping Case.

## AN ALLEGED UNQUALIFIED MATE.

Penang, 7th December.

Summons have been issued, against the Captain and owners of the *Avayee*, on a charge of sailing with a mate who was not qualified under the Ordinance.

The case comes on for trial on the 16th inst.

[The *Avayee* is a steamer of 247 tons, commanded by Captain Morier. She is owned by Koo Guan & Co.]

## SANITARY BOARD.

A meeting of this Board will be held tomorrow at 4.15 p.m.

## ORDERS OF THE DAY.

1. Correspondence relative to teaching sanitation in schools.

2. Further correspondence relative to the erection of a public latrine near the Harbour Office.

3. Mr. Rumjahn, pursuant to notice, will ask:

1. How many notices requesting owners of houses to comply with the provisions of sections 140 and 142 of the Public Health and Buildings Ordinance, No. 1 of 1903, in respect of fire-places, chimneys or smoke flues, have been served by the officers of the Board, since the 1st day of November, 1903?

2. Under whose complaints, the notices above referred to, were issued; and before the issue of such notices, whether any verification had been made as to the correctness, or otherwise, of such complaints?

3. By whom the notices above referred to were made out, and by whom they were signed?

4. Under what authority or by whose instructions should the officers of the Board be concerned in the question of the proper construction or otherwise of fire places, chimneys or smoke flues; such matters being distinctly laid down in sections 140 and 142 of the Public Health and Buildings Ordinance, No. 1 of 1903, as wholly and solely concerning the building authority?

4. Letter from Mr. Fung Wa Ch'in relative to fire-places.

5. Letter from Mr. A. Rumjahn relative to the new definition of "External Air" as embodied in the Public Health and Buildings Ordinance, 1903.

6. Application for exemption from the back-yard provision of the verandah regulation in respect of premises on Inland Lot No. 1294.

7. Application for exemption from the provision of open spaces in respect of Nos. 17 to 23 Macdonald Road, Yaumati.

8. Application for permission to erect 5 water closets and 6 urinals at the Sailors and Soldiers' Home, Arsenal Street and Praya East.

9. Applications for permission to erect mashes for the purpose of housing cows at Kai Kung Wan, Lot No. 1.

10. Application for the renewal of a fruit and vegetable licence in respect of No. 93 Connaught Road, West.

11. Further correspondence relative to the application for the renewal of the fruit stall licence at No. 117 Queen's Road, West.

12. Application for the renewal of a fruit licence in respect of No. 237 Queen's Road, West.

13. Result of the analyses of two samples of well water.

14. Lime-washing return for the fortnight ended 11th December, 1903.

15. Rat return for the fortnight ended 14th December, 1903.

16. Mortality statistics for the week ended 6th September, 1903.

G. A. Woodcock,

Secretary.

## THE "AMPHITRITE" IN DOCK

Work upon H.M.S. *Amphitrite* now lying in the Hongkong and Whampoa Dock Co.'s premises at Hongkong is proceeding satisfactorily, and it is anticipated that she will be finished some time about the first week in January, as the repairs are being carried out with the utmost celerity, less than fifty men being employed upon the ship's bottom night and day. After sunset the work is carried out in the light of gasoline torches, there being about eight of these ranged round the ship. In the day time usually from thirty to forty extra hands are put on to the job, bringing the total up to something in the neighbourhood of eighty men. The bulk of the work consists in replacing the damaged sheathing which it was found necessary to remove in order to get at the plate.

Up to the present the most serious part of the damage has been repaired and the actual plating has been restored; the renewed sheathing is more than half done and in many minor places, where the copper has become defective, many of the copper sheets have been stripped off and new ones put in their place, notably at the bow, where it was found that the anchor had done mischief, while being weighed.

It will be remembered that the *Amphitrite* has her bottom sheathed with wood and that copper is overlaid upon the wood to protect it. This method of protecting the ship's bottom from marine growth is more effective than anti-fouling composition. Copper has a peculiar property of peeling off in thin flakes known as "exfoliation" under the action of sea water, and these flakes carry the germs of growth with them whereas anti-fouling compositions rely upon their poisonous qualities which last for a comparatively short time and thus, though the initial cost of copper sheathing is great, the ship requires docking less frequently.

The fact of the *Amphitrite* being sheathed has perhaps preserved her from a good deal more damage than she would otherwise have experienced from her accident. It seems that the wood sheathing acted in a great measure as a buffer or pad and saved the actual plating in parts. Fortunately, the rudder escaped any great damage; but had the shock been only four feet further aft it would have been put out of action, for the stern casting would necessarily have been bent. As it is the casting has escaped and thereby the cost of repair very considerably lessened; a part of the casting was fractured certainly, but as this occurred fairly far forward and in close proximity to the keel, the damage was only local and has been able to be made good. The greater part of the strain was taken by the false and main keel and this is at present under repair and will shortly be finished.

It is interesting to note that the sheathing in the *Amphitrite* which has formed the largest part of the work consists of four-inch teak planks one foot wide by ten long. These come straight from the saw mills belonging to the Dock.

The *Glory* and *Leviathan* are going into dock to have their bottoms scraped and will each be in dock for about four or five days.

## THE MILITARY MANOEUVRES IN TONKING.

The military manoeuvres in Tonking will take place about the 15th January next. The district in which they will be held stretches from Bacninh and the Canal of the Rapids, southeasterwards towards Seven Pagodas. Two divisions will take part in the operations. The first, under the orders of Brigadier-General Clarmorgan, will concentrate at Giadinh, about 12 kilometers from Seven Pagodas, and will consist of the following regiments: 9th and 18th Colonial Infantry (French), 1st and 2nd Tonkinese (Natives) and four batteries of artillery. The second division, of which Brigadier-General Winckel-Meyer will be in command, consisting of the 10th Colonial Infantry, the Foreign Legion, the 2nd, 3rd and 4th Tonkinese, and an equal force of artillery to the other corps, will concentrate on Bacninh. The theme of the manoeuvres will be that, the first division is an enemy marching northwards to capture Bacninh and Hanoi, which will be defended by the force under General Winckel-Meyer. Including the native reserves, now being called out, the total strength of the troops present will be from ten to twelve thousand. The General of Division, Coronat, Commander-in-Chief in French Indo-China, will assist as umpire, and give his appreciation on the tactical skill displayed by the officers and conduct of the men. A review, in which all the troops engaged will take part, will be held at Bacninh on the close of the manoeuvres. It is rumoured that several officers from the Hongkong garrison will assist as spectators.

THE hue and cry is always great that France is spending too much for her army and that the sum exceeds that spent by other countries. Now, since 1891, the money spent on the army has decreased every year, and of all the great European powers France is the one that spends the least, and the 688,000,000 francs would be lessened one-third if the Ministry of War did not have to pay for the gendarmerie and the colonial troops, who have nothing to do with the national defence. Statistics prove that while France spent 1,000,000 francs, Italy spent 2,583,000, Austria 9,750,000, Germany 18,333,000, Russia 23,000,000 and Great Britain 35,333,000. The financial position in France shows that it is the best in Europe, and for the last twelve years she has always been ready to lend millions of francs to foreign countries from a well filled and ever replenishing treasury and a statesman said, "while talking of the great amount of money made in America," "It is not what a nation and a man makes that tells; it is how they spend and save their money." If a labourer makes \$3 a day and spends the whole of it he is not so well off as one who makes a dollar a day and saves a quarter of it.—*Brooklyn Eagle*.

14. Lime-washing return for the fortnight ended 11th December, 1903.

15. Rat return for the fortnight ended 14th December, 1903.

16. Mortality statistics for the week ended 6th September, 1903.

G. A. Woodcock,  
Secretary.

## MISHAP TO THE "OCEAN"

## IN HONGKONG HARBOUR.

While H.M.S. battleship *Ocean*, 12,950 tons, commanded by Captain R. F. Foote, C.M.G., was proceeding to her buoy in the Admiralty anchorage last evening, having come in from Mirs Bay on her way down from Weihaiwei, she was carried by the strong tide on to the Messengers Maritimes buoy moored near the Central Fairway, close to the run of the Star Ferry Co.'s boats. One of her screws fouled the chain of the buoy; but, happily, without damage to any of the blades as the propeller was not working at the time. It was some time, however, before the *Ocean* could get clear of the mooring chain, it being found advisable before any attempt was made to free the battleship to await the turn of the tide. She then anchored, and as darkness was setting in a couple of lights were run up to the yard arm of the forecastle, and signal lights were seen working presumably in communication with H.M.S. *Tamar*, which was also flashing messages across the harbour. Meanwhile, divers had been requisitioned to ascertain whether any, and to what extent, damage had resulted from the mishap. We understand, also, that the management of the Hongkong and Whampoa Dock Company, with commendable promptitude, offered the services of the dockyard divers and appliances, as well as the use of the powerful tug, *Robert Coke*, in the event of emergency; but the timely offer was declined with thanks, as the Admiralty had found there was no occasion to call in outside assistance. We hear, however, that the *Ocean* will be docked at an early date, whether in consequence of the accident last evening or for an ordinary scraping and painting has not transpired.

The congestion of the harbour in Hongkong is almost as bad as that of the city. Last evening's incident, which, fortunately, was unattended by any casualty excepting some inconvenience to the officers and crew of the big war vessel, emphasizes the restricted area now available for the ever-increasing number of vessels making the port.

## STRATEGICAL POSITION IN THE FAR EAST.

## LECTURE BY COL. BROWNE.

Col. G. F. Browne, D.S.O., Assistant Adjutant-General, War Office, late Military Attaché in China, lectured at Aldershot on 10th ult., before the officers of the Military Society, on "Manchuria." The chair was occupied by Major-General A. H. Paget, C.V.O., Commanding 1st Division, First Army Corps.

Colonel Browne said that although Manchuria, the smallest of China's dependencies, was scarcely one-twelfth of the area of the Celestial Empire, it was by no means a small country, as it covered 366,000 square miles, or rather more than the combined area of the Cape, the Orange River, and Natal Colonies. The territory leased by Russia, in March, 1898, known as the Kuan-tung district, contained an area of 1,050 square miles. Its boundary line, 35 miles in length, extended from the Island of Po-lo-tao, or Lu-tao, the Gulf of Liao-tung, to a few miles to the east of the small port of Pi-tzu-wo, on the north coast of the Yellow Sea. Beyond this frontier was a neutral zone, extending northwards and bounded by the Kai-chou river, which flows into the Gulf of Liao-tung, and by the Ta-Yang river, which empties itself into the Yellow Sea. In this neutral zone the Chinese were not permitted to quarter troops without the permission of Russia. The territory leased included the landlocked harbour of Port Arthur, which was for the sole use of Russian and Chinese men-of-war. Its defects were that the anchorage for large ships was very restricted and the water supply bad, which latter defect was common to all the ports on the North-east coast of China. The fortress was strong on the sea front, enabling the forts guarding the entrance to bring a converging fire on hostile ships, while the entrance to the harbour, 600 yards wide, was protected by submarine mines. On the land side there was a semi-circle of hills two and a half miles from the dockyard, on which permanent works, connected by entrenchments, had been built. The port contained a basin, a dockyard, extensive granaries, searchlights on the sea and land fronts, and a permanent garrison of 14,500 men. Thirty miles East-by-North of Port Arthur was the Bay of Ta-lien-wan, which was used by the British Expeditionary Force as a rendezvous base in 1860. The bay was six miles wide and six miles long. Its Northern port was fortified and reserved exclusively for Russian and Chinese men-of-war, while Dalny, on the South side of the Bay, was a commercial port open to the merchant vessels of all countries. Both these ports were practically ice-free. Dalny was the commercial terminus of the Southern branch of the Chinese Eastern Railway, being 5415 miles distant from Moscow. The harbour now under construction would, ultimately, be the finest in the Far East. The largest ships would be able to steam up alongside the piers, on which rails were laid and large warehouses built. Dry docks were being constructed, and a central electric station generated sufficient power to light the city, drive the machinery of the dry docks, and work the trams. This city had been constructed by the Eastern Railway Company at immense cost, and if the Imperial Edict making it a free port was not reversed, was destined some day to be one of the most important trade emporiums in the Far East. Both Port Arthur and Ta-lien-wan were situated on the Kuan-tung peninsula, which is joined to the Liao-tung peninsula by a strip of land barely 300 yards in width. This point was the strategical key to the Kuan-tung peninsula, and was now strongly fortified by a series of batteries. The faults of this position were fairly secure, the left resting on the muddy foreshore of Chin-chou Bay, and the right protected by the works of Ta-lien-wan. Colonel Browne described the mountain systems of Manchuria as being for the most

part difficult of passage, and the rivers as being only navigable for vessels of the lightest draught. The 600 miles of coast was mostly shallow, and there was little or no shelter for vessels to within 20 miles of Ta-lien-wan.

The climate of the country he described as being good, without great extremes of temperature; but the road communication was extremely bad, the so-called roads, indeed, being only passable at certain periods of the year. Allowing to the road communication with Russia, Colonel Browne said that when it was complete in every respect it was improbable that the journey would exceed 160 miles an hour, and troop trains 12 miles, including their necessary halts, which meant a journey from Moscow to Port Arthur in the ordinary way would occupy 14 days, and the movement of troops about 20 days. To equip a railway 5,415 miles in length for a continuous movement of troops was a vast undertaking. The strength of a chain depended on its weakest link, and there were in Siberia several heavy gradients, especially in the Trans-Siberian section, where curves were sharp and cuttings narrow. The cost of this railway would probably not fall far short of £75,000 per mile sterling. As a commercial venture, it could not pay for many years; but it could not be appraised from a commercial point of view. It had profoundly modified the strategical position of Russia on the shores of the Pacific, as few years ago the Russian Army in Eastern Siberia was for six months in the year cut off from European Russia. During the Boxer rising, the Russian Army, which had been mobilised and moved over the frontier, held all strategical points in the country. Finally, on April 8, 1903, Russia signed a Convention with China whereby she agreed to completely evacuate the country by October 8, 1903.

A discussion followed the lecture, during which Colonel Browne, in answer to a question by Major-General Paget regarding the Government of the country and the likelihood of its losing its independence at any moment, said the Government was practically that of 2,500 years ago. The Government, so far as it went, was all right for the people, but the moment they got into touch with Europeans—Russians, French, or ourselves—they were absolutely helpless.

In reply to Major-General Sir Elliott Woods, who inquired whether the harbour of Port Arthur could not be improved by breakwaters, Colonel Browne said it was shallow. If it could be dug out it would be one of the finest harbours in the world, but from what he had heard, it had a hard bottom.

Major-General Douglas inquired whether the Chinese Eastern Railway was "run" by Russia, to which the lecturer replied that practically it was absolutely in their hands. It was no more a company concern than Alsthorpe was.

Major-General Plumer put several questions regarding communications between Korea and Manchuria over the frontier, which it was explained were very difficult.

Major-General Paget moved a vote of thanks to Colonel Browne.—L. G. C. Express.

## COMMERCIAL.

## TO-DAY'S INTELLIGENCE.

Shanghai advises dated 11th inst. report business done—Farnhams, Tls. 118 and 117½ cash, Tls. 118, 120 and 118 December, Tls. 119 and 118 March, Tls. 121 April, 121 May, Indeks, Tls. 310/307½ cash, Tls. 327½ March, Tls. 115 December, Hall & Holt's, \$33 cash. Wharves, Tls. 105 cash, Tls. 195, 191½, 190 and 195 March, Tls. 195 April. Soey Chee, Tls. 170 cash. Sumatras, Tls. 52 cash. Gas, Tls. 107 cash.

## SILVER.

Silver has reacted pretty steadily during the last few days, as a consequence of rather free offerings of the metal from America and from the Far East, and of a cessation of the buying for India. An exchange of the 12th ult. says that on the previous day heavy forward selling from Singapore accelerated the downward movement and sent the spot quotation down 1d. to 26½d., and the forward quotation 11½d. to 26d.—figures which have not been touched for some months past. The speculators were talking gallantly only a week or two ago about a rise to over 3d. per ounce, and they based their conclusions upon the necessity of the Indian Government to buy heavily, and upon the probability that the Far East would absorb more, while stocks here and in America were understood not to be considerable. The Far East is not buying, and the Indian Government sees no reason why it should oblige the speculators. But it has apparently not completed its purchases, and apart from others, its support alone should cause a recovery in the price.

**Shipping—Steamers.****OCEAN STEAMSHIP CO., LTD.**

AND

**CHINA MUTUAL STEAM NAV. CO., LTD.****JOINT SERVICES.**KING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

**OUTWARDS.**

FROM	STEAMERS	DUE
ASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
ASGOW and LIVERPOOL	"NESTOR"	On 1st January.
ASGOW and LIVERPOOL	"KEEUMUN"	On 8th January.
ASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
ASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January.
ASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
ASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.

**HOMEWARDS.**

FOR	STEAMERS	TO SAIL
VERPOOL	"ACHILLES"	On 17th December.
RSEILLES, LDON & AWERP.	"PROMETHEUS"	On 22nd December.
RSEILLES, LDON & AWERP.	"DARDANUS"	On 5th January.
RSEILLES, LDON & AWERP.	"YANGTSEZ"	On 10th January.
VERPOOL	"DIOMED"	On 22nd January.

S.S. "ACHILLES" has arrived and leaves for Singapore to-morrow.

\* Taking cargo for Liverpool at London rates.

**TRANS-PACIFIC SERVICE.**

FOR	STEAMERS	TO SAIL
CTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS,	"TYDEUS"	On 1st January.
NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEY"	On 24th January.

S.S. "CALCHAS" from Tacoma is expected to leave Moji on 22nd inst. for Hongkong.

For Freight, apply to

**BUTTERFIELD & SWIRE,**

AGENTS.

Hongkong, 16th December, 1903.

**CHINA NAVIGATION CO. LIMITED.**

FOR	STEAMERS	TO SAIL
ANILA	"KAIFONG"	7th December.
ANGHAI	"WOOSUNG"	17th
ANGHAI	"KASHING"	19th
ANILA	"CHINGTU"	30th
ORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	30th

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
agents, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking cargo and passengers at through rates for all New Zealand and other Australian  
ports.N.B.—BEDDED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 15th December, 1903.

**Hongkong-Manila.**Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila. Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.**CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Dates.
FIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 19th Dec., at 10 A.M.
UBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 26th Dec., at 10 A.M.
ERLA	1980	A. H. Notley	—	—

For Freight or Passage, apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.

Hongkong, 12th December, 1903.

**PORTLAND & ASIATIC STEAMSHIP CO.**PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## FOR

**THE OREGON RAILROAD AND NAVIGATION COMPANY.**

Steamship	Tons	Captain	To Sail
"INDRASAMA"	5,167	W. E. Craven	Dec. 21, 1903.
"INDRAVELL."	4,809	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13,

Through Bill of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Points. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

**OYO KISEN KAISHA**REGULAR SERVICE  
BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.Largest and easiest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
OHILLA MARU	Robert Bent	3,869	TUESDAY, 22nd December, at 11 A.M.
OSSETTA MARU	H. S. Smith	3,876	SATURDAY, 26th December, at 11 A.M.

For Freight or Passage, apply to the Company's Office, 3 Queen's Building, Ice-House  
Street.

K. NAKASHIMA, Manager.

Hongkong, 16th December, 1903.

**Shipping—Steamers.****CHINA NAVIGATION COMPANY,  
LIMITED.****HONGKONG-MANILA,****REDUCED SALOON PAS-  
SAGE MONEY.****SINGLE, \$20. RETURN, \$35.****STEAMERS** fitted throughout with Electric  
Light, First-Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.**BUTTERFIELD & SWIRE**  
Agents.

Hongkong, 8th July, 1903. [804]

[804]

**Shipping—Steamers.****"GLENROY" LINE OF STEAMSHIPS  
FOR NEW YORK.****THE Steamship****"GLENROY,"**

Captain F. Selby, will be despatched as above

on WEDNESDAY, the 16th December, 1903.

For Freight, apply to

McGREGOR BROS. &amp; GOW.

Hongkong, 18th November, 1903. [1385]

[1385]

**CHINA COMMERCIAL STEAMSHIP  
COMPANY, LIMITED.****司公有限公司****輪船公司****CHINA COMMERCIAL STEAMSHIP  
COMPANY, LIMITED.****THE Steamship****"CLAVERING,"**

Captain Barton, will be despatched for the above

Ports, on THURSDAY, the 24th instant.

At Noon.

For Freight, apply to the Company's Offices,

No. 20, Des Voeux Road.

J. S. VAN BUREN,  
Superintendent.

Hongkong, 12th December, 1903. [436]

[436]

**THE AMERICAN ASIATIC STE-  
SHIP COMPANY.****STEAMSHIP SERVICE FOR NEW  
YORK VIA THE SUEZ CANAL.****THE Company's Steamship****"HIMIRA,"**

Captain Lockhart, will be despatched as above

or about MONDAY, the 28th instant.

For Freight, &amp;c., apply to

SHEWAN, TOMES &amp; CO.,

General Agents.

Hongkong, 14th December, 1903. [1454]

[1454]

**STEAM TO CANTON.****THE Splendid New Steel Twin-Screw  
Steamer****"KWONG CHOW,"**

1,474 Tons, Captain Walker, leaves HONG-

KONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommo-

dation for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West,

Hongkong, 30th May, 1903. [1322]

[1322]

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.****FOR SWATOW, AMOY AND FOOCHOW.****THE Company's Steamship****"HAITAN,"**

Captain Roach, will be despatched for the

above Ports, TO-MORROW, the 17th instant,

**Shipping.****Arrivals.**

Ocean, H.M.S. battleship, 12,950, Foote, 15th Dec.,—Wei-hai-wei and Mirs Bay 10th Dec.  
Achilles, Br. s.s., 4,483, Williams, 15th Dec.,—Shanghai 13th Dec., Gen.—B. & S.  
Loont, Ger. s.s., 1,200, Leiss, 15th Dec.,—Bangkok 5th Dec., Rice and Wood.—B. & S.  
Binh-Thuan, Fr. s.s., 984, Ribault, 15th Dec.,—Moj 10th Dec., Coal.—B. & Co.  
Daijin Maru, Jap. s.s., 899, Ogata, 15th Dec.,—Tamsui via Amoy and Swatow 14th Dec., Gen.—S. K.  
Würzburg, Ger. s.s., 3,246, Binzer, 15th Dec.,—Singapore 19th Nov., and Singapore 9th Dec., Gen.—S. W. & Co.  
Hatching, Br. s.s., 1,676, Passmore, 16th Dec.,—Fochow 13th Dec., Amoy 14th, and Swatow 15th, Gen.—D. L. & Co.  
Amara, Br. s.s., 1,165, Matlock, 16th Dec.,—Karatsu 11th Dec., Coal.—J. M. & Co.  
Wakamatsu Maru, Jap. s.s., 1,720, Sakamoto, 16th Dec.,—Moj 11th Dec., Coal.—Mr. H. U. Jeffries.  
Hakata Maru, Jap. s.s., 3,817, Sommer, 16th Dec.,—London via Port Said, Colombo and Singapore 8th Dec., Gen.—N. Y. K.

**Clearances at the Harbour Office.**

*Mia Verde*, for Macao.  
*Daijin Maru*, for Swatow.  
*Rosetta Maru*, for Manila.  
*Macau*, for Bangkok.  
*Kongnam*, for Canton.  
*Pak Kong*, for Macao.  
*Han-i*, for Haiphong.  
*Eastern*, for Manila.  
*Toonan*, for Shanghai.  
*Haitan*, for Swatow.  
*Teuer*, for Moj.  
*Empress of Japan*, for Shanghai.  
*Wingchau*, for Macao.

**Departures.**

Dec. 16.

*Empress of Japan*, for Vancouver.

*Rosetta Maru*, for Manila.

*Macau*, for Bangkok.

*Anping Maru*, for Swatow.

*Johanne*, for Canton.

*Viksang*, for Canton.

*Eastern*, for Australian Ports.

*Kumsang*, for Calcutta.

*Tientien*, for Kobe.

*Yunnan*, for Shanghai.

*Clara Jeben*, for Shanghai.

*Wingtang*, for Shanghai.

*Hanoi*, for Haiphong.

*Toonan*, for Shanghai.

*Passengers arrived.*

Per *Hutching*, from Coast Ports—94 Chinese.

Per *Würzburg*, from Singapore—Mrs. Marlin, Misses Engels, K. Mucize and 2 children, and 300 Chinese.

Per *Vindobona*, from Trieste—Messrs. Fischer, Sekish, and 2 of children, Miss Lenios, and 10 Chinese from Singapore.

Per *Tremonti*, from Manila—Messrs. Hunphreys, Stewart, Dell, W. D., Graham, R. C., Baldwin, J. Goodbody, H. Darbshire, A. F., Marshall, W. Bradley, E. D., Graham, C., Davis, F. Gregg, M. Duggan, L. Davis, R. S. New, A. Arnold, C. G. Murphy, Major W. Wilson, Lieut. J. M. Hobson, Major and Mrs. G. Smith, Mrs. Charles, Richards, Mrs. C. T. Barker, Mrs. R. S. Beard and child, Mrs. F. F. Barker, Mrs. and Mrs. Newsom, and 10 Japanese.

*Passengers departed.*

Per *Toto Maru*, for Seattle, U.S.A., via Ports

—Messrs. C. M. O'Leary, W. H. Mundie, Mrs. M. Zarza, Messrs. Liang Lau Hsun, Wong Po Chee, Yamakawa, Takeshita, Tagawa, Mr. and Mrs. Araki, Mrs. Kawaguchi, Miss Mamada, and Mr. E. H. Gilbert.

*Shipping Reports.*

Str. *Achilles* from Shanghai—Light variable winds, and smooth sea throughout.

*Amara* from Karatsu—Weather fine

with light variable wind

In Coast Ports—*Foochow*

variable winds, and thick weather—light variable winds,

cloudy, and E.S.E. swell, thence to

port light, pale winds overcast weather and shower.

*Steamers Expected.*

*Vessels*      *From*      *Agents*      *Due*

Arara..... Manila .. S. T. & Co Dec. 17

Australian..... Manila .. G. L. & Co Dec. 18

Coromandel.... Singapore P. & O. Co Dec. 19

Radnorshire.... Singapore S. T. & Co Dec. 19

Emp. of China.... Japan .. C. P. R. Co Dec. 21

Kayoshima M.... Singapore N. Y. K. .... Dec. 21

Namsg.... Singapore J. M. & Co. Dec. 22

König Albe t.... Japan .. M. & Co. Dec. 22

Bayer.... Singapore M. & Co. Dec. 22

Tillajap.... Japan .. C. J. L. .... Dec. 23

Gaelic.... Japan .. Q. & O. Co Dec. 24

Calchas.... Japan .. M. & S. .... Dec. 26

Taiyuan.... Sydney .. B. & S. .... Dec. 27

H'kong Maru.... San Francisco P. M. Co. .... Dec. 31

China..... San Francisco P. M. Co. .... Jan. 10

Hongkong & Whampoa Dock Returns

H.M.S. Amphitrite.... at Kowloon Dock

H.I.G.M.S. Moewe.... " "

H.M.S. Glory.... " "

Heim.... " "

H.M.S. Janus.... " "

Anpho.... " "

Kiangtung.... " "

S.A.T. Sacramento.... " "

Kaiwan.... " "

Hankow.... " "

Salamanca.... " Cosmopolitan " "

Taicheng.... Aberdeen " "

*Vessels in Port.*

*STEAMERS.*

America Maru, Jap. s.s., 3,460, Going, 9th Dec.,—San Francisco 10th Nov., Honolulu 17th, Yokohama 1st Dec., Kobe 2nd, Nagasaki 1st, and Shanghai 7th, Mails and Gen.—T. K. K.

Bourbon, Fr. s.s., 2,100, Souchere, 11th Dec.,—Saigon 3rd Dec., Rice and Wood.—B. & S.

Chowfa, Ger. s.s., 1,055, Köhler, 14th Dec.,—Bangkok 1st Dec., Rice, Wood and Gen.—B. & S.

Choyang, Br. s.s., 1,424, Roope, 12th Dec.,—Canton 12th Dec., Gen.—J. M. & Co.

Clavering, Br. s.s., 2,155, Barton, 11th Dec.,—Moj 6th Dec., Coal.—C. S. S. Co.

Decima, Ger. s.s., 794, Christiansen, 14th Dec.,—Moj 6th Dec., Coal.—S. W. & Co.

Haitan, Br. s.s., 1,181, Roach, 15th Dec.,—Foothill 11th Dec., Amoy 13th, and Swatow 14th, Gen.—D. L. & Co.

Hounslow, Br. s.s., 1,860, Adshead, 14th Dec.,—Moran 2nd Dec., Coal.—D. & Co., Ltd.

Indrasrama, Br. s.s., 3,366, Craven, 7th Dec.,—Portland, Or., via Moji 3rd Nov., Gen.—Allan Cameron.

Kaifong, Br. s.s., 1,225, Pennefather, 12th Dec.,—Manila 9th Dec., Gen.—B. & S.

Kohsichang, Ger. s.s., 1,293, Spiesen, 2nd Dec.,—Bangkok and Ang Hin 21st Nov., Rice—B. & S.

Korea, Am. s.s., 5,651, Seabury, 14th Dec.,—San Francisco 18th Nov., and Shanghai 12th Dec., Mails and Gen.—P. M. S. S. Co.

Kwongsang, Br. s.s., 1,427, Lake, 15th Dec.,—Canton 14th Dec., Gen.—J. M. & Co.

Laeutes, Br. s.s., 1,340, Jackson, 13th Dec.,—Saigon 9th Dec., Rice and Gen.—Nam Wo & Co.

Mercedes, Br. s.s., 2,925, McGregor, 12th Dec.,—Wellington 7th Dec., Coal.—Admiralty.

Petchaburi, Ger. s.s., 1,375, Hillmann, 10th Dec.,—Bangkok via Swatow 9th Dec., Rice and Wood—B. & S.

Petrarch, Ger. s.s., 1,251, Ahrens, 11th Oct.,—Sourabaya 30th Sept., Sugar—S. W. & Co.

Prima, Norw. s.s., 761, Meyer, 14th Dec.,—Manila 10th Dec., Ballast—S. W. & Co.

Rajaburi, Ger. s.s., 1,181, Wendig, 12th Dec.,—Bangkok 1st Dec., Rice and Lumber—B. & S.

Selun, Norw. s.s., 865, Fingalsen, 13th Dec.,—Canton 12th Dec., Gen.—E. A. F. Co.

Shakoma Maru, Jap. s.s., 2,064, Suista, 12th Dec.,—Moj 6th Dec., Coal.—D. & Co., Ltd.

Taishan, Br. s.s., 1,121, Jenkins, 12th Dec.,—Samarang 29th Nov., Sugar and Cotton—B. & Co.

Teucer, Br. s.s., 1,595, Silverlock, 7th Dec.,—Moj 6th Dec., Coal.—D. & Co., Ltd.

Tremonti, Ger. s.s., 862, Schultz, 13th Dec.,—Bangkok 5th Dec., Rice—B. & S.

Triton, Ger. s.s., 1,033, Kraest, 25th Nov.,—Saigon 19th Nov., Rice-flour and Gen.—S. & Co.

Victoria, Am. s.s., 3,500, Truebridge, 13th Dec.,—Tacoma 16th Nov., Gen.—D. & Co., Ltd.

Woosong, Br. s.s., 1,109, Dowson, 13th Dec.,—Canton 12th Dec., Gen.—D. & Co.

Yungsang, Br. s.s., 1,128, Payne, 14th Dec.,—Manila, P.I., 11th Dec., Gen.—J. M. & Co.

Zafiro, Br. s.s., 1,611, Rodger, 14th Dec.,—Manila 12th Dec., Gen.—S. T. & Co.

*SAILING VESSELS.*

Brillian, Br. br., 3,609, Cowlishaw, 23rd Oct.,—Shanghai 16th Oct., Gen.—S. O. Co.

Vale of Doon, Br. br., 669, Wisemeyer, 13th Dec.,—Rajang 9th Nov., Timber—S. W. & Co.

*Post Office.*

A Mail will close for—

Canton—Per Powan, 17th Dec., 7.30 A.M.

Swatow, Amoy and Foochow—Per Haitan, 17th Dec., 8 A.M.

Swatow and Bangkok—Per Petchaburi, 17th Dec., 9 A.M.

Swatow, Amoy and Tamshui—Per Dzijin Maru, 17th Dec., 9 A.M.

Swatow and Delt—Per Taicheng, 17th Dec., 9 A.M.

Manila—Per Kaijung, 17th Dec., 3 P.M.

Kongmou, Kumchuk and Simshui—Per Yip, 17th Dec., 4 P.M.

Shanghai—Per Powan, 17th Dec., 4 P.M.

Swatow—Per Haiching, 17th Dec., 5 P.M.

Kobe and Yokohama—Per Hakata Maru, 17th Dec., 5 P.M.

Anton—Per Honan, 18th Dec., 7.30 A.M.

Swatow and Singapore—Per Taichow, 18th Dec., 9 A.M.

Bangkok—Per Rajaburi, 18th Dec., 10 A.M.

*Visitors at the Hotels.*

*OCCIDENTAL.*

Akeburst, C. A. Rehwaldt, Capt.

Burdett, Mrs. F. D. Rienappel, R.

Cobb, Wm. Roberts, W. G.

Chandler, Lt. F. Schatzschneider, Mr.

Crosby, S. A. Mrs. Schlechtweg, Gustav

Gerard, Capt. J. C. Schuster, Mrs. Von

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